

**From:** [Peoples, Marty D \(DFW\)](#)  
**To:** [Reed, Catherine D. \(ECY\)](#)  
**Cc:** [SEPADesk2 \(DFW\)](#); [Wood, Lisa \(DFW\)](#); [Kuykendall, Kristen \(DFW\)](#)  
**Subject:** RE: comments for DNS15-009  
**Date:** Friday, February 20, 2015 3:14:29 PM  
**Attachments:** [Colockum Drawings.pdf](#)

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Thank-you for the comments submitted by Gwen Clear in response to a SEPA Checklist submitted by WDFW for the Colockum Road Culverts project. There were several key errors on our drawings that Gwen noticed and we have revised our drawings and will be sending the revised set to our SEPA Coordinator. I will address each concern mentioned in the letter but first would like to again confirm that the purpose of these individual projects is to protect surface waters from sediment delivery generated from vehicle traffic at stream adjacent roads, stream fords and culverts. Our responses are as follows:

Comment 1 - Site 4 mislabeled as site 3: This has been corrected (page 8).

Comment 2 – Maps are labeled as profiles on site 4 but look like cross sections: The drawings on page 8 are profiles of the old culvert and new culvert. They also serve as cross sections of the road prism. They have been more clearly labeled.

Comment 3 – Increase in road prism width at site 4 by a factor of four: These were erroneous numbers that we failed to catch during our reviews. They have been corrected to reflect that the road will remain the same width. The height of the road will rise by 2.8 feet but the base will remain the same. Extra height will be accomplished with steeper road shoulders.

Comment 4 – Label the spring and any wetlands. List wetland impacts on the SEPA: The spring and wetland area have been labeled on page 5. The road work will occur on the existing road prism. The seep over the road occurs from a leak in the dam impounding the spring that has developed in the past few years. This seep has resulted in a wetland area on both sides of the road. This project will protect the wetland from off road driving and sediment impacts by providing a firm road surface that will safely pass vehicle traffic rather than vehicles finding alternate routes through wetland areas. Culvert length is exaggerated on page 5 to clearly illustrate presence and location, but as described within the SEPA Checklist on page 3 they will not extend beyond the crushed rock layer placed on the road prism as a base for the top layer of crushed rock. Work will be done within the existing road prism with no wetland impacts anticipated. WDFW crews will carefully avoid conducting any work outside the road prism. Connectivity of seepage water to wetlands will not be impeded. Native plants will be installed in areas previously disturbed by off-road vehicle traffic.

Comment 5 – Show proposed culverts on road profile drawings: On page 5 the culverts are labeled as 18 inch CMP. The CMP stands for corrugated metal pipe.

Thank-you again for your comments and I hope this provides clarification.

**Marty Peoples**  
**Fish and Wildlife Biologist**  
**WDFW Engineering**  
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**From:** Clear, Gwen (ECY) **On Behalf Of** ECY RE CRO SEPA COORDINATOR  
**Sent:** Friday, February 13, 2015 4:09 PM  
**To:** SEPADesk2 (DFW)  
**Subject:** comments for DNS15-009  
**Importance:** High

Please see the attached comment letter for the Colockum Wildlife culvert and road project.  
Thank you,

**Gwen Clear**  
Regional SEPA Coordinator  
WA State Dept of Ecology  
Central Regional Office - Yakima  
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